

NM 20/01

PUB 116 Ed 2001 NEW EDITION
(NIMA) 20/01

PUB 158 **7 Ed 2000** **LAST NM 17/01**
 Page 28—Line 14/L; read:
 The approach is marked by a lighted buoy in position
 39°01'N, 141°47'E. The bay is entered between Koori Saki
 on the N, and Goishi
 (6(205)01 Tokyo)

PUB 159 7 Ed 1999 LAST NM 17/01

Page 21—Lines 49 to 53/L; read:

A new breakwater has been constructed close NW of the head of Okidate E breakwater. A light is shown from the head of the breakwater.

(10(340)01 Tokyo)

20/01

PUB 172

8 Ed 1998

LAST NM 16/01

Page 157—Line 27/R; insert after:
Caution.—A dangerous wreck, with a depth of 8.2m, lies
2.5 miles SSE of Ras Abu Dawud.
(BA NP 63, Supp. 11/97)

20/01

Page 233—Lines 25 to 26/L; read:
the area best seen on the appropriate chart. Anchoring is
prohibited SE of the oil terminal and in the pipeline area
extending S from the S side of the island.
(BA NP 63, Supp. 7/97) 20/01

Page 233—Line 29/L; insert after:
Caution.—A partially submerged wreck lies 7 miles NW
of the oil field.
(BA NP 63, Supp. 7/97) 20/01

PUB 175 **6 Ed 1994** **LAST NM 19/01**
Page 5—Lines 37 to 39/R; strike out.
(23(652)99 Wollongong) 20/01

Page 17—Line 3/L; read:
approximately 2 knots on both the flood and the ebb;
(BA NP 17) 20/01

Page 17—Lines 31 to 33/L; read:
mark the port area assist in the approach.
(US CH 74340) 20/01

Page 17—Lines 36 to 37/L; read:
boards about 1.5 miles W of the pier, but will board in the
vicinity of Brady Rock if prior arrangements
(BA NP 286(4)) 20/01

Page 17—Lines 41 to 42/L; read:
The vessel's ETA should be sent 7 days, 48 hours, and 24 hours in advance. Vessels should request berthing instructions 4 hours prior to arrival at the pilot boarding position.
The port may be
(BA NP 286(4))

Page 17—Lines 47 to 48/L; read:
Anchorage.—There is good anchorage about 1.5 miles
W of the pier head in a depth of 12m, sand, good holding
ground. The
(BA NP 17) 20/01

Page 25—Line 35/L; read:
using the main berths. The pilot boards 1.5 miles W of
(BA NP 286(4); BA NP 17; US CH 74376) 20/01

Page 25—Line 38/L; read:
forward and aft, 10 days before arrival, and confirming the
(BA NP 286(4)) 20/01

Page 36—Line 30/L; read:
Point; another 9.1m patch lies 6.5 miles SSW of the first
patch. The bottom here is irregular and large vessels
(US NM 12/74380/98) 20/01

Page 37—Lines 48 to 51/R; read:
1.25 miles E of the S end of the N islet, while a 10.9m shoal
lies 1.25 miles W of the S end of the S islet. A depth of
11.9m lies 3.5 miles S of the S islet.
(US CH 74380) 20/01

Page 38—Line 6/L; read:
charted depth of 3.6m, lie off the N end of the bank
(US CH 74380) 20/01

Page 38—Line 9/L; read:
has a charted depth of 4.9m. These rocks lie N of the
parallel
(US CH 74380) 20/01

Page 59—Line 29/R; read:
48 hours and 24 hours in advance; the 48-hour message

PUB 175 (Continued)

should also include the vessel's maximum draft.

The Sea Pilot

(BA NP 286(4))

20/01

Page 59—Line 38/R; insert after:

Vessels should maintain a listening watch on VHF channel 16 at least 2 hours prior to boarding the pilot.

(BA NP 286(4))

20/01

Page 67—Lines 43 to 44/R; read:

the charts for passing NE of Sahul Banks.

Elang Terminal (10°53'S., 126°34'E.), consisting of a LANBY, is located within an area of oil wells and submerged pipelines that is best seen on the chart. An anchorage area lies 12.5 miles NE of the LANBY.

Laminaria Terminal (10°37'S., 126°00'E.), consisting of an SPM lying about 11.5 miles WNW of Elang Terminal, is located within an area of oil wells and submarine pipelines that is best seen on the chart.

Caution.—Between longitudes 125°05'E and 127°21'E, (19(533)98 Wollongong; US NM 37/74012/99)

20/01

Page 69—Lines 39 to 46/R; read:

Vessels should send their ETA 5 days, 72 hours, 48 hours, and 24 hours in advance. The 72-hour message should contain the following information:

1. Vessel name and call sign.
2. HF radiotelephone frequencies.
3. Inmarsat identification number and which satellite in use.
4. RT and WT frequencies.
5. Arrival draft and trim.

(BA NP 286(4))

20/01

Page 86—Lines 17 to 18/R; read:

Barron Banks (15°46'S., 124°18'E.) consists of two isolated coral banks, with depths of 11.9m and 14.6m, (5(155)99 Wollongong)

20/01

Page 111—Lines 28 to 36/L; read:

Pilots should be requested 7 days in advance from the harbormaster in Wyndham and the Marine and Harbor Department, Fremantle. The vessel's ETA, along with its draft, should be confirmed 48 hours and 24 hours prior to arrival. Vessels may berth day or night depending on tidal conditions.

The pilot vessel is equipped with VHF radio. The calling frequency is VHF channel 16; the working frequencies are VHF channel 6 and VHF channel 12.

(BA NP 286(4); BA NP 17)

20/01

Page 123—Line 43/R; insert after:

Extensive oil and gas operations are conducted in the vicinity of Monte Bello Islands and Barrow Island. Dangers are best seen on the chart.

(US CH 74515)

20/01

Page 138—Lines 37 to 38/L; read:

situated on a point 4 miles SSE of Notch Point.

(13(380)99 Wollongong)

20/01

Page 141—Line 35/R; read:

Moore Light; if weather

(BA NP 286(4))

20/01

Page 141—Line 41/R; read:

include the vessel's maximum draft fore and aft. There is a

(BA NP 486(4))

20/01

Page 141—Line 43/R; insert after:

Regulations.—Tankers are berthed during daylight hours only.

(BA NP 17)

20/01

Page 148—Line 51/L; read:

than 2m, lies about 0.2 mile SE of Collie Head and is marked by a beacon.

(US NM 48/74584/99)

20/01

Page 175—Lines 50 to 51/R; read:

the ETA 24 hours and 2 hours prior to arrival through Perth. The pilot boat, which is equipped with

(BA NP 286(4))

20/01

Page 192—Line 49/R; read:

requested at least 2 hours in advance; if the pilot is required outside normal working hours, the request should be made at least 4 hours in advance. The vessel's ETA should be

(BA NP 286(4))

20/01

Page 192—Line 52/R; read:

SW of Entrance Lighted Beacon from an orange

(BA NP 286(4))

20/01

Page 211—Lines 21 to 22/R; read:

been accommodated.

(BA NP 286(4))

20/01

Page 211—Lines 41 to 43/R; read:

about 1.5 miles SE of Boston Point.

Pilotage should be requested through the harbormaster at least 2 hours prior to arrival; if a pilot is required outside normal working hours, the request should be sent at least 4 hours in advance. The pilot

(BA NP 286(4))

20/01

Page 211—Line 45/R; insert after:

Regulations.—Vessels should send their ETA 24 hours and 4 hours in advance.

Berthing is allowed during daylight hours only. Unberthing may be done at any time.

(BA NP 286(4))

20/01

PUB 175 (Continued)

Page 219—Line 18/L; read:
about 1.7 miles SE of Lighted Beacon No. 1. The request
(US CH 75142; BA NP 286(4)) 20/01

Page 219—Line 46/R; read:
of Entrance Lighted Buoy, moored 10 miles SSW of
(US CH 75142) 20/01

Page 219—Line 48/R; insert after:

Regulations.—Vessels should send their ETA to the harbormaster at Port Whyalla at least 24 hours in advance, stating the following:

1. Draft.
2. Last port of call.
3. Whether ballast is clean and hull is sound.

(BA NP 286(4)) 20/01

Page 228—Lines 31 to 33/L; read:

Pilots should be requested from the harbormaster at least 2 hours in advance; if the pilot is required outside normal working hours, the request should be made at least 4 hours in advance. The pilot vessel is equipped with radiotelephone.

Regulations.—Vessels should send their ETA 24 hours and 4 hours prior to arrival.

(BA NP 286(4)) 20/01

Page 230—Line 7/L; read:
its NE end. The shoal is marked by lighted beacons at
(US CH 75142) 20/01

Page 230—Lines 17 to 18/L; read:
centered about 3.5 miles ESE of the lighted beacon on the N
end of Eastern Shoal and is marked by a beacon.
(US CH 75142) 20/01

Page 230—Line 22/L; read:
by lighted buoys.
(US CH 75142) 20/01

Page 231—Line 50/R to Page 232—Line 2/L; read:
boards about 2 miles W of the lighted beacon marking the N
end of Eastern Shoal.

Requests for pilots should be sent to the harbormaster at least 2 hours in advance; if the pilot is required outside of normal working hours, the request should be sent at least 4 hours in advance. The pilot vessel is equipped with VHF radio.

Regulations.—Vessels should send their ETA at the lighted beacon marking the N end of Eastern Shoal 24 hours and 4 hours in advance.

(US CH 75142; BA NP 286(4)) 20/01

Page 245—Lines 20 to 25/R; read:

Point, should steer for it on course 285°, passing S of the lighted beacons marking the S end of the sand spit extending SE from Cape Rouge. Beatrice Point on a bearing of 314° leads W of the sand spit to the anchorage. There is a

least depth of
(BA NP 13, Supp. 3/01) 20/01

Page 253—Line 13/L; insert after:

Vessels should contact the port on VHF channel 16 to obtain berthing clearance.

(BA NP 286(4)) 20/01

Page 254—Lines 8 to 13/R; read:

Pilotage.—Pilotage is compulsory. The pilot boards, as follows:

1. Crude oil vessels using the SBM—about 1.2 miles NNE of the SBM.
2. Product vessels using the pier—about 2 miles NNW of the head of the pier.

The pilot remains on board while the vessel is moored to the SBM.

Regulations.—The following information is sent, via the agent, 7 days in advance of the ETA:

1. Vessel's ETA.
2. Number and nationality of crew.
3. Is the hull free of leaks?
4. Quantity of bunkers required, if necessary.
5. Crew health.
6. Are vessel's systems (inert gas, crude oil washing) in working order and conforming to SOLAS?

The vessel's ETA should also be sent 72 hours, 48 hours, and 24 hours prior to arrival. The 24-hour message should also confirm that the hull is leak-free. Any changes to the 24-hour ETA should also be sent as necessary.

(BA NP 286(4); US CH 75134) 20/01

PUB 191 9 Ed 2000 LAST NM 19/01

Page 105—Lines 21 to 55/R; read:
about 5 miles ENE of Fecamp and a prominent chapel
stands on its E slope.

The valleys of Les Petites-Dalles and Les Grandes-Dalles, separated by a tall cliff, lie about 1.5 miles and 1.8 miles ENE of Saint-Pierre-en-Port.

Paluel Nuclear Power Station (49°52'N., 0°38'E.), with four conspicuous towers 72m high, is situated 6.5 miles ENE of Saint-Pierre-en-Port. A pylon and a water tower, both prominent, stand close SW and about 1.3 miles S, respectively, of the power station.

Two short breakwaters protect the entrance of a channel leading to the power station. A prohibited area, marked by a lighted buoy, surrounds the cooling water pipelines serving the power station.

Saint-Valery-en-Caux (49°52'N., 0°43'E.) (World Port Index No. 35820), a small harbor, lies at the entrance of a narrow valley, between two white cliffs. It is used by small coasters, fishing boats, and recreational craft.

The harbor consists of an Avant-port and a wet dock. The entrance, 60m wide, lies between two jetties. A shingle bank, which dries, forms a bar close outside the entrance. The Avant-port dries and has a quay, 100m long, at its E side. The wet dock, which is mostly used as a marina, is entered through a gate, 9m wide, and has a depth of 3.5m. Vessels up to 50m in length and 8m beam with drafts up to 4.5m at

PUB 191 (Continued)

springs and 3m at neaps can enter. Local knowledge is required.

A prominent water tower, 51m high, stands about 0.8 mile SSW of the harbor entrance. A conspicuous television mast, 82m high, stands about 1.2 miles ESE of the harbor entrance.

Pointe de Scotteville (49°48'N., 0°50'E.), located 4.8 miles ENE of Saint-Valery-en-Caux, is fronted by large blocks of sandstone extending up to about 0.3 mile offshore. A conspicuous water tower stands close S of the point. A belfry situated 0.2 mile SW of the water tower shows prominently above the surrounding woods. A visible stranded wreck, containing explosives, lies about 1.7 miles WSW of the point.

The valley of Quiberville, at the mouth of the Saane, lies 3.5 miles E of Pointe de Scotteville and is the largest and deepest valley in this vicinity. A prominent water tower, with a church situated close SE of it, stands at the W side of the valley.

Pointe d'Ailly (49°55'N., 0°58'E.), located 5 miles ENE of Pointe de Scotteville, is fronted by dark, vertical cliffs and has a rounded summit. A main light is shown from a prominent square tower, 24m high, standing on the point.

Roches d'Ailly, consisting of large drying sandstone blocks, border the point and extend up to about 0.5 mile offshore. A lighted buoy, moored about 1.5 miles NNW of the light, marks a dangerous wreck.

Grande Ecarnias (49°59'N., 0°59'E.), with a least depth of 12m, and Petits Ecarnias, with a least depth of 11m, lie about 4 miles W of the point. See Table 26.03(f); read:

Puget Sound ⁵		
Seattle Traffic ⁶	156.700 MHz (Ch. 14)	The navigable waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Nodule Point (48°01.5'N., 122°40.05'W.) and Bush Point (48°01.5'N., 122°36.23'W.) in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point (47°34'N., 122°40'W.) on Whidbey Island to the shoreline. The navigable waters of the Strait of Juan de Fuca east of 124°40'W., excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks (48°18'N., 123°32'W.); the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty of Juan de Fuca north and east of Race Rocks (48°18'N., 123°32'W.); the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Nodule Point (48°01.5'N., 122°40.05'W.) and Bush Point (48°01.5'N., 122°36.23'W.) and all waters of Whidbey Island north of a line drawn due east from the southernmost tip of Possession Point (47°34'N., 122°40'W.) on Whidbey Island to the shoreline.
	156.250 MHz (Ch. 5A)	

(33 CFR 26.03)

20/01

Page 38—Paragraph 87; read:

(h) A line drawn from Cape May Inlet East Jetty Light 4 to Cape May Inlet West Jetty Light 5.
(LL/2000; 33 CFR 80.501)

20/01

Page 40—Paragraph 143, line 3; read:

the Port. Vessels expecting to be at anchor more than 48

and 7 miles, respectively, N of Pointe d'Ailly. These banks are dangerous in a heavy sea and consist of sand, gravel, and shell.

The valley of Pourville, a conspicuous break in the coastal cliff, is located about midway between Pointe d'Ailly and Dieppe, 5 miles E.

Caution.—A submarine cable, which may best be seen on the chart, extends seaward from the vicinity of Saint-Valery-en-Caux.

Numerous wrecks, which may best be seen on the chart, lie off the coast between Fecamp and Dieppe.

(Fr SD C2.1; BA NP 28)

20/01

Page 106—Lines 1 to 22/L; strike out.

(NIMA)

20/01

COAST PILOT CORRECTIONS

COAST PILOT 3

34 Ed 1999

Change No. 14

LAST NM 19/01

Page 1—Paragraph 2, line 2; read:

through U.S. Coast Guard Local Notices to Mariners, or by contacting the NOS internet website address, <http://critcorr.ncd.noaa.gov>. A subscription ...

(44/00 CG5)

20/01

hours shall obtain a permit from the Captain of the Port for that purpose. No vessel in such condition that it is ...

(33 CFR 110.157)

20/01

Page 42—Paragraph 209, line 3; read:

and anchorage of vessels in anchorages (a)(3), and (a)(5).

(33 CFR 110.159)

20/01

COAST PILOT 3 (Continued)

Page 43—Paragraph 272; read:
36°58'07.0"N., 76°22'03.0"W.
(33 CFR 110.168)

20/01

Page 44—Paragraphs 308 to 310; read:
36°57'55.8"N., 76°20'31.9"W.
36°57'07.9"N., 76°20'32.2"W.
36°56'48.8"N., 76°20'20.1"W.
(33 CFR 110.168)

20/01

Page 44—Paragraph 357; read:
36°52'12.6"N., 76°19'45.1"W.
(33 CFR 110.168)

20/01

Page 48—Paragraph 501, lines 6 to 7; read:
The preferred calling channel should be shown in the lower left quadrant and the preferred working channel should be shown in the lower right quadrant.
(33 CFR 117.24)

20/01

Page 53—Paragraph 734, line 2 to Paragraph 741; read:
in this section: The owners of these bridges shall provide, and keep in good legible condition, clearance gauges with figures not less than twelve (12) inches high designed, installed and maintained according to the provisions of §118.160 of this chapter.

(b) The draw of the Route 35 Bridge, mile 1.1 across Manasquan River at Brielle, shall open on signal except as follows:

- (1) From May 15 through September 30:
 - (i) On Saturdays, Sundays and Federal holidays, from 8 a.m. to 10 p.m., the draw need only open 15 minutes before the hour and 15 minutes after the hour.
 - (ii) On Mondays to Thursdays from 4 p.m. to 7 p.m., and on Fridays, except Federal holidays from 12 p.m. to 7 p.m., the draw need only open 15 minutes before the hour and 15 minutes after the hour.

(2) Year-round from 11 p.m. to 8 a.m., the draw need only open if at least four hours notice is given.

(c) The draw of the County Route 528 Bridge, mile 6.3 across Barnegat Bay at Mantoloking, shall open on signal; except that from Memorial Day through Labor Day on Saturdays, Sundays and Federal holidays from 9 a.m. to 6 p.m., the draw need only open on the hour, twenty minutes after the hour, and forty minutes after the hour.

(d) The draw of the S37 Bridges across Barnegat Bay, mile 14.1 at Seaside Heights, shall open on signal except as follows:

(1) From December 1 through March 31 from 11 p.m. to 8 a.m., the draw need not be opened.

(2) From April 1 through November 30 from 11 p.m. to 8 a.m., the draw need only open if at least four hours notice is given.

(3) From Memorial Day through Labor Day from 8 a.m. to 8 p.m., the draw need only open on the hour and half hour.

(33 CFR 117.733)

20/01

Page 54—Paragraph 746, lines 1 to 2; read:

(4) Radiotelephone Channel 13 (156.65 MHz) VHF-FM, shall be maintained and utilized to facilitate ...
(33 CFR 117.733)

20/01

Page 54—Paragraphs 749 to 758; read:

(f) The draw of the Route 30 Bridge across Beach Thorofare, mile 67.2 at Atlantic City, shall open on signal except that, year-round from 11 p.m. to 7 a.m. and, from November 1 through March 31 from 3 p.m. to 11 p.m., the draw need only open if an least four hours notice is given.

(g) The draw of the US40-322 (Albany Avenue) Bridge, mile 70.0 across Inside Thorofare, at Atlantic City, shall open on signal except that:

(1) Year-round, from 11 p.m. to 7 a.m.; and from November 1 through March 31 from 3 p.m. to 11 p.m., the draw need only open it at least four hours notice is given;

(2) From June 1 through September 30:

(i) From 9 a.m. to 4 p.m. and from 6 p.m. to 9 p.m. the draw need only open on the hour and half hour; and
(ii) From 4 p.m. to 6 p.m. the draw need not open.

(h) The draw of the Dorset Avenue Bridge across Inside Thorofare, mile 72.1 at Ventnor City, shall open on signal except that from June 1 through September 30, from 9:15 a.m. to 9:15 p.m., the draw need only open at 15 and 45 minutes after the hour.

(i) The draw of the Route 52 (Ninth Street) Bridge, mile 80.4 across Beach Thorofare, at Ocean City, shall open on signal except that from Memorial Day through Labor Day from 8 a.m. to 8 p.m., the draw need only open on the hour and half hour.

(j) The draw of the Stone Harbor Boulevard Bridge, mile 102.0 across Great Channel, at Stone Harbor, shall open on signal except that:

(1) From October 1 through March 31 from 10 p.m. to 6 a.m. the draw need only open if at least eight hours notice is given.

(2) From Memorial Day through Labor Day from 6 a.m. to 6 p.m. on Saturdays, Sundays and Federal holidays, the draw need open only on the hour, 20 minutes after the hour, and 20 minutes before the hour.

(33 CFR 117.733)

20/01

COAST PILOT 4**32 Ed 1999****Change No. 23
LAST NM 16/01**

Page 127—Paragraph 3053; read:

(h) *Renewal.* Although a permit, license, or endorsement required by this section is issued on an annual basis, an application for its renewal is required only every 2 years. In the interim years, renewal is automatic (without application) for a vessel owner or dealer who has met the specific requirements for the requested permit, license, or endorsement; who has submitted all reports required under the Magnuson-Stevens Act; and who is not subject to a sanction or denial under paragraph (j) of this section. An owner or dealer whose permit, license, or endorsement is expiring will be mailed a notification by the RA approximately 2 months prior to its expiration. That notification will advise the status of the renewal. That is, the notification will advise that the

COAST PILOT 4 (Continued)

renewal will be issued without further action by the owner or dealer (automatic renewal); that the permit, license, or endorsement is ineligible for automatic renewal; or that a new application is required.

(1) *If eligible for automatic renewal.* If the RA's notification indicates that the owner's or dealer's permit, license, or endorsement is eligible for automatic renewal, the RA will mail the automatically renewed permit, license or endorsement approximately 1 month prior to expiration of the old permit, license, or endorsement.

(2) *If ineligible for automatic renewal.* If the RA's notification indicates that the owner's or dealer's permit, license, or endorsement is ineligible for automatic renewal, the notification will specify the reasons and will provide an opportunity for correction of any deficiencies. If the owner or dealer does not correct such deficiencies within 60 days after the date of the RA's notification, the renewal will be considered abandoned. A permit, license, or endorsement that is not renewed within the applicable deadline will not be reissued.

(3) *If new application is required.* If the RA's notification indicates that a new application is required, the notification will include a preprinted renewal application. If the RA receives an incomplete application, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 30 days of the date of the RA's letter of notification, the application will be considered abandoned. A permit, license, or endorsement that is not renewed within the applicable deadline will not be reissued.

(4) *If notification is not received.* A vessel owner or dealer who does not receive a notification from the RA regarding status of renewal of a permit, license, or endorsement of 45 days prior to expiration of the current permit must contact the RA.

(CL 1568/00; FR 10/16/00)

20/01

Page 145—Paragraphs 3478 to 3484; read:

(xii) *Artificial Reef-A* is bounded on the north by 30°57.4'N.; on the south by 30°55.4'N.; on the east by 81°13.9'W.; and on the west by 81°16.3'W.

(xiii) *Artificial Reef-C* is bounded on the north by 30°52.0'N.; on the south by 30°50.0'N.; on the east by 81°08.5'W.; and on the west by 81°10.9'W.

(xiv) *Artificial Reef-G* is bounded on the north by 31°00.0'N.; on the south by 30°58.0'N.; on the east by 80°56.8'W.; and on the west by 80°59.2'W.

(xv) *Artificial Reef-F* is bounded on the north by 31°06.8'N.; on the south by 31°04.8'N.; on the east by 81°10.5'W.; and on the west by 81°13.4'W.

(xvi) *Artificial Reef-J* is bounded on the north by 31°36.7'N.; on the south by 31°34.7'N.; on the east by

80°47.3'W.; and on the west by 80°50.1'W.

(xvii) *Artificial Reef-L* is bounded on the north by 31°46.0'N.; on the south by 31°44.0'N.; on the east by 80°34.7'W.; and on the west by 80°37.1'W.

(xviii) *Artificial Reef-KC* is bounded on the north by 31°51.2'N.; on the south by 31°49.2'N.; on the east by 80°45.3'W.; and on the west by 80°47.7'W.

(CL 1568/00; FR 10/16/00)

20/01

Page 146—Paragraphs 3496 to 3500; read:

(xl) *Artificial Reef-ALT* is bounded on the north by 31°18.6'N.; on the south by 31°16.6'N.; on the east by 81°07.0'W.; and on the west by 81°09.4'W.

(xli) *Artificial Reef-CAT* is bounded on the north by 31°40.2'N.; on the south by 31°38.2'N.; on the east by 80°56.2'W.; and on the west by 80°58.6'W.

(xlii) *Artificial Reef-CCA* is bounded on the north by 31°43.7'N.; on the south by 31°41.7'N.; on the east by 80°40.0'W.; and on the west by 80°42.3'W.

(xliii) *Artificial Reef-DRH* is bounded on the north by 31°18.0'N.; on the south 31°16.0'N.; on the east by 80°56.6'W.; and on the west by 80°59.0'W.

(xliv) *Artificial Reef-DUA* is bounded on the north by 31°47.8'N.; on the south by 31°45.8'N.; on the east by 80°52.1'W.; and on the west by 80°54.5'W.

(xlv) *Artificial Reef-DW* is bounded on the north by 31°22.8'N.; on the south by 31°20.3'N.; on the east by 79°49.8'W.; and on the west by 79°51.1'W.

(xlvi) *Artificial Reef-KBY* is bounded on the north 30°48.6'N.; on the south by 30°46.6'N.; on the east by 81°15.0'W.; and on the west by 81°17.4'W.

(xlvii) *Artificial Reef-KTK* is bounded on the north by 31°31.3'N.; on the south by 31°29.3'N.; on the east by 80°59.1'W.; and on the west by 81°01.5'W.

(xlviii) *Artificial Reef-MRY* is bounded on the north by 30°47.5'N.; on the south by 30°45.5'N.; on the east by 81°05.5'W.; and on the west by 81°07.8'W.

(xlix) *Artificial Reef-SAV* is bounded on the north by 31°55.4'N.; on the south by 31°53.4'N.; on the east by 80°45.2'W.; and on the west by 80°47.6'W.

(l) *Artificial Reef-SFC* is bounded on the north by 31°00.8'N.; on the south by 30°59.8'N.; on the east by 81°02.2'W.; and on the west by 81°03.4'W.

(li) *Artificial Reef-WW* is bounded on the north by 31°43.5'N.; on the south by 31°42.2'N.; on the east by 79°57.7'W.; and on the west by 79°59.3'W.

(2) To determine what restrictions apply in the SMZs listed in §622.35(e)(1), follow this table:

IN SMZs SPECIFIED IN THE FOLLOWING PARAGRAPHS OF §622.35	THESE RESTRICTIONS APPLY
(e)(1)(i) through (x), (e)(1)(xx), and (e)(1)(xxii) through (xxxix)	Use of a powerhead to take South Atlantic snapper-grouper is prohibited. Possession of a powerhead and a mutilated South Atlantic snapper-grouper in, or after having fished in, one of these SMZs constitutes <i>prima facie</i> evidence that such fish was taken with a powerhead in the SMZ.

COAST PILOT 4 (Continued)

(e)(1)(i) through (xviii) and (e)(1)(xxii) through (li)	Fishing may only be conducted with handline, rod and reel, and spearfishing gear.
(e)(1)(i) through (li)	Use of a sea bass pot or bottom longline is prohibited.
(e)(1)(xii) through (xviii) and (e)(1)(x1) through (li)	Possession of South Atlantic snapper-grouper taken with a powerhead is limited to the bag limits specified in §622.39(d)(1).
(e)(1)(xix) and (e)(1)(xx)	A hydraulic or electric reel that is permanently affixed to the vessel is prohibited when fishing for South Atlantic snapper-grouper.
(e)(1)(xix) and (e)(1)(xxi)	Use of spearfishing gear is prohibited.
(CL 1568/00; FR 10/16/00)	20/01
Page 192—Paragraph 203, lines 8 to 10; read: Belhaven has a 32-foot fixed span with a clearance of 13 feet. (CL 1541/00)	20/01
Page 262—Paragraph 143, lines 3 to 10; read: bridge. The marina has about 235 slips and 20 berths and can accommodate boats up to 60 feet in length with a reported approach depth of 8 feet and alongside depth of 5 feet in January 2001. Gasoline, ice, water, electricity, and showers are available with a shopping center and restaurants nearby. The boatyard, closed Sundays, makes complete hull and engine repairs; a 50-ton travel lift is available. (CL 326/01)	20/01
Page 264—Paragraph 186; read: The entrance to the Cross Florida Greenway is on the west side of the St. Johns River 2.4 miles southward of the railroad bridge at Buffalo Bluff. The canal is primarily open to barge traffic, but also pleasure and fishing boats. It extends from St. Johns River for 93 miles to the Gulf of Mexico at a point about 3.0 miles N of the Crystal River power plant. (CL 473/00)	20/01
Page 265—Paragraph 190; read: In 1986, the Federal government de-authorized the Cross Florida Barge Canal project and in 1990, turned the right of way over to the State of Florida. It is operated by the Office of Greenways and Trails under the State of Florida Department of Environmental Protection. For current information on the Cross Florida Greenway, contact the Office of Greenways and Trails at (850) 488-3701 in Tallahassee, FL. (CL 473/00)	20/01
Page 275—Paragraph 169, line 3; read: basins with depths of 33 and 24 feet, respectively, at the Port ... (CL 771/00)	20/01
Page 290—Paragraph 61, lines 4 to 18; read: channel. The fixed highway bridge across the channel has a clearance of 65 feet. Vessels drawing up to three feet can follow the marked route leading ... (CL 783/87; NOS 11449)	20/01
	Page 290—Paragraph 67, line 3; read: East Turtle Shoal Light 45 (24°43.5'N., 80°56.0'W.), 27 feet above the water, has a soft bottom in a depth of ... (NOS 11449; LL/00)
	20/01
	Page 304—Paragraph 135, line 2; read: southwestward to Socastee Creek and Waccamaw River. At Mile 353.3 , a swing bridge with a clearance of 31 feet crosses the waterway. (CL 1436/00)
	20/01
	Page 304—Paragraph 136, line 4; read: northwest of the cable car. At Mile 358.3 , a fixed highway bridge with a design clearance of 65 feet was under construction in October 2000. (CL 1565/00; 40/00 CG7)
	20/01
	Page 319—Paragraph 453, line 4; read: clearance of 35 feet. (See 117. 1 through 117.59 and ... (CL 153/01)
	20/01
	Page 326—Paragraph 608, line 6; read: monitors VHF-FM channel 13 on weekends and holidays. In October 2000, two parallel high-level replacement fixed highway bridges were under construction with a design clearance of 65 feet. Overhead ... (CL 1775/00; 44/00 CG7)
	20/01
COAST PILOT 4	32 Ed 1999
	Change No. 24
	Page 169—Paragraphs 127 to 135; read: (43) 24°34'00"N., 082°54'00"W. (44) 24°34'00"N., 082°56'00"W. (45) 24°34'00"N., 082°58'00"W. (46) 24°36'30"N., 082°58'00"W. (47) 24°39'00"N., 082°58'00"W. (48) 24°40'20"N., 082°56'40"W. (49) 24°41'40"N., 082°55'20"W. (50) 24°43'00"N., 082°54'00"W. (51) 24°43'32"N., 082°52'00"W. (52) 24°43'32"N., 082°50'00"W. (53) 24°43'32"N., 082°48'00"W. (54) 24°42'00"N., 082°46'00"W. (55) 24°40'00"N., 082°46'00"W. (56) 24°38'25"N., 082°47'05"W. (57) 24°37'00"N., 082°48'00"W. (58) 24°36'00"N., 082°50'00"W.

COAST PILOT 4 (Continued)

(59) 24°35'00"N., 082°52'00"W.
(CL 1781/00)

20/01

RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117

Ed 2001

LAST NM 19/01

Page 4-73; LIST OF OPERATIONAL MF DSC STATIONS FOR SEA AREAS A2, Singapore, Singapore Port Operations

Control; delete station.

(PUBS 0006/2001)

20/01

(1) No.	(2) Name	(3) Address	(4) Name of Coast Station	(5) Remarks
5440	Italy	MEDRAD CIRM Roma.	Any coast radio station. The following coast radio stations will relay messages to CIRM: Italian coast radio stations (asking for CIRM) (address: MEDRAD CIRM Roma). USCG stations (Atlantic and Gulf coasts) (address: DH MEDICO CIRM Roma). USCG stations (Pacific coast) (address: DH MEDICO CIRM Roma via PREVIL). CIRM can be contacted 24 hours by: telephone: 39 06 592 3331/3332 facsimile: 39 06 592 3333 telex: 043 612068 CIRM I (both satellite or radio telex) E-mail: telesoccorso@cirm.it Website: www.cirm.it Maritec system	The International Radio Medical Center (CIRM) provides 24-hour free radio medical assistance to patients onboard vessels of any nationality anywhere in the world. CIRM can also decide and coordinate, wherever possible, the Medevac of a patient from a vessel by naval craft or helicopter, cooperating mainly with National MRCCs and if necessary with other rescue organizations, such as the USCG. Message must be in English, French or Italian. When requesting radio medical assistance, the vessel should communicate the following information regarding: the vessel: (a) Vessel's name/call sign. (b) Position, port of departure and destination, ETA, route and speed. (c) Medicine chest available. the patient: (d) Name, age and nationality. (e) Temperature, blood pressure, pulse and respiratory rates. (f) Patient's symptoms, location and type of pains, and any relevant information concerning the illness. (g) Other medical problems, with special reference to drug or other allergies, chronic illness and their treatment. (h) In case of accident, in addition to the symptoms, where and how the accident occurred. (i) Treatment already administered to the patient.

*NOTE: Requests via telex should be addressed MEDRAD or DH MEDICO to obtain priority of transmission.

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20/01

(1) No.	(2) Name	(3) Type	(4) Position Rx Tx	(5) Frequency	(6) Range	(7) Procedure	(8) Remarks
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UNITED KINGDOM

The VHF direction finding stations of the United Kingdom are for emergency use only. Except for Guernsey and Jersey, all are remotely controlled by a HM Coast Guard Maritime Rescue Coordination Center or Sub-Center (MRCC/MRSC). The following details of operation are common to all of these stations:

- A. Ch.16.
- B. Ch.16 (distress only).
Ch.67. Ch.82 (Jersey only).
- C. Ch.16 (distress only).
Ch.67. Ch.82 (Jersey only).

1075 Dunnet Head.
2-0001

RDF 58 40 18 N
3 22 31 W

MRCC Aberdeen.

*

20/01

PUB 117 (Continued)

(1) No.	(2) Name	(3) Type	(4) Position Rx Tx	(5) Frequency	(6) Range	(7) Procedure	(8) Remarks
*1082 East Prawle. 2-0001		RDF	50 13 06 N 3 42 30 W				MRSC Brixham.
							20/01
1086 Fairlight. 2-0001		RDF	50 52 12 N 0 50 00 E				MRCC Dover.
							20/01
			*				20/01
*1088.5 Forsnaval. 2-0001		RDF	58 12 48 N 7 00 12 W				MRSC Stornoway.
							20/01
1093 Inverbervie. 2-0001		RDF	56 51 06 N 2 15 39 W				MRSC Forth.
							*
							20/01
*1095.5 Lowestoft. 2-0001		RDF	52 28 36 N 1 42 12 E				MRCC Yarmouth.
							20/01
*1098.2 Noss Head. 2-0001		RDF	58 28 48 N 3 03 00 W				MRCC Aberdeen.
							20/01
*1117 Skegness. 2-0001		RDF	53 09 00 N 0 21 00 E				MRCC Yarmouth.
							20/01
1145 Thrumster. 2-0001							Remove from list.
							*
							20/01
1150 Tiree. 2-0001		RDF	56 30 37 N 6 57 41 W				MRCC Clyde.
							*
							20/01
1175 Wideford Hill. 2-0001		RDF	58 59 17 N 3 01 24 W				MRSC Shetland.
							*
							20/01

WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 16/01

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE	OTHER									
49460	MACHILIPATNAM	IN	1609N	08111E	173	63281	V	OR P		N	N	N	Y	N		K	P		05	M		
	*			*		*																20/01
49690	MERGUI	BM	1226N	09836E	173	63433	V	RN G		Y	N	N	Y	N	N	K	O		12	M		
			*			*																20/01